ACCOUNT OF THE CAROLINE ISLAND OB-SERVATIONS.

HOW THE WORK WAS DONE-THE RESULT SATIS-

FACTORY-RETURN OF THE EXPEDITION. FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE. SAN FRANCISCO, June 11 .- The expedition sent out by the National Academy of Sciences to observe the solar eclipse of May 6 arrived here to-day, bringing intelligence of success in their work. The party was conveyed from Callao, Peru, in the United States steamer Hartford, leaving that port on March 22. They numbered eight, including two observers sent by the Royal Society of England, who co-operated with the American observers. The voyage from Callao was made almost wholly under sail, and was without special incident, smooth seas, steady wind and fair weather prevailing with scarcely any exception. The admiral's quarters were assigned the party, who are indebted to the officers of the Hartford for innumerable courtesies and attentions, both on the voyage and in connec-

tion with the scientific work of the expedition. Caroline Island was reached on April 20, and proved to be a chain of small coral islands encircling a lagoon. These islands are not barren, but produce an excellent growth of vegetation, including a large number of cocoanut and other trees. A small deposit of guano is found, and together with cocoanuts is made an article of export by the firm of Houlder Brothers, of London, who lease this and other Pacific islands from the English Government. At the time of the visit of the astronomical expedition, seven persons were living on the island; four men, one of whom was accompanied by his wife and two children. These had been brought from Tahiti two months before by the agent of Houlder Brothers to take care of the young cocoanut trees and the property left on the island. The latter included everal substantial frame houses and a quantity of tools, stores, etc. The houses furnished acceptable accommodations to the visitors who thus found unexpected luxuries in their camp life.

PREPARATIONS FOR WORK. The unloading of the cases forming the outfit of the party was attended with some difficulty, as everything was necessarily brought from the ship in small boats which grounded on the coral rock several hundred feet from the shore. From this point the boxes were carried to the shore, which was composed of rough blackened coral rock, and thence to the site selected for the observations, a total distance of 2,700 feet. When the unloading was finished, the Hartford, which, on account of the impossibility of anchoring, had been obliged to lie off shore, went to Tahiti and returned after the eclipse. A party of French astronomers arrived on L'Eclaireur, on April 22, and also found accommodations on the island. They were M. Janssen, the distinguished physicist whose observations in former eclipses are well known; M. Tacchini, the spectroscopist of the college at Rome; M. Palisa, the discoverer of many asteroids; and M. Trouvelot, formerly of Cambridge, Mass., who is especially known for his skilful astronomical drawings. They were accompanied by M. Pasteur, the photographer of the observatory at Mendon.

The American party was increased to twelve by the addition of four officers from the Hartford, Messrs. Qualtrough, Dixon, Fletcher and Doyle, who were assisted by ten members of the crew. The two weeks preceding the date of the eclipse were spent in mounting the instruments and in other preparations, in making observations for time and latitude, and noting the meteorological conditions of the island. Messrs. Preston and Brown also carried out the instructions of the United States Coast Survey by making pendulum observations to determine the force of gravity at this island. The weather during this fortnight was in general pleasant, but characterized by flying cumulus clouds with occasional showers. There was one rainy day, the rainfall amounting in eight hours to nearly five inches, while the total rainfall during the stay on the island was eight inches. The wind was uniformly from the north or east, but never from a point south of east, though the island is in the region of the southeast trades.

OBSERVATIONS AND RESULTS. On the morning of the eclipse the weather conditions were very unfavorable; the sky was overcast, and the clouds threatened rain. After two showers the sky cleared about half an hour before the time of first contact and remained nearly clear till after the eclipse. There was at all times, however, a haze in the atmosphere and passing clouds frequently concealed the sun. In the first minute of totality a thin cloud partially obscured the corona for about 20 seconds; with this exception, which did not interfere with the observations, the period of totality, 5 minutes. 25 seconds, was favorable for the observers, though 25 seconds, was favorable for the observers, though the total phase had scarcely passed when a heavy cloud covered the sun. All four contacts were ob served, and during the total phase the observations were made in almost strict accordance with the plan already made known to the readers of THE TRIBUNE. The results of the observations, so far as they can be given in advance of the detailed reports of the observers, were as follows:

No intra-Mercurial planets were discovered, the search being conducted by Professor Holden, of the American party; by M. Palisa, of the French party, and, during a portion of totality, by M. Trouvelot also. In addition photographs were obtained by the Frenchmen of the sky in the vicinity of the eclipsed sun. The spectroscope observations give interesting results, especially those of Dr. Hastings, who used a 60° prism attached to a 64-meh equatorial. The special feature of the apparatus, however, was two total reflecting prisms placed in front of the slit, by which the spe from two opposite sides of the limb could be brought into juxtaposition and examined simultaneously. This was used to observe the appearance of the 1,474 coronal line on the eastern and western limbs of the sun and to note the changes as the eclipse progressed. At the beginning of totality the 1.474 line on the eastern limb was bright, and extended about 12' from the sun's edge, while on the western limb it was faint and only about 4' in length. As the eclipse advanced this inequality vanished; the lines became sensibly equal in height and brightness at mideclipse, while at the close of totality the conditions at the beginning were reversed, the line on the western limb being the longer and brighter. Dr. Hastings regards this observation as conclusive proof that the outer corona is mainly a phenomenon of diffraction, since this change was many times greater than any due to the moon's motion alone. Other spectroscopic observations were made by Messrs. Rockwell, Upton and Brown. The bright hydrogen and magnesium lines were seen, and Dr. Hastings noted the dark D lines. The relative heights and brightness of the coronal rings C, D, and 1,474, were estimated. Mr. Preston noted

and 1,474, were estimated. Mr. Preston noted radial polarization.

The chromosphere was unusually quiescent and the prominences few. The corona was bright and was characterized by five well delined streamers, which were sketched by Dr. Dixon. The azimuths of the shadow fringes at the beginning and end of totality were obtained and their distances stimated. The meteorological observations made by Mr. Upton showed a well marked rise in barometric pressure amounting to 0.02 inches, a rise in humidity of 5 per cent; a fall in temperature to that of night, and absolute steadiness in both the direction and velocity of the wind. The radiation observations showed that the receipt of heat by the earth from any source

of the wind. The radiation observations showed that the receipt of heat by the earth from any source was almost wholly checked.

The English photographers Messrs. Lawrance & Woods, assisted by Mr. Qualtrough, obtained a series of negatives of the corona to its outer limits and also of the coronal spectrum, which contained several bright lines. The phenomenon of the reversal of the lines at the beginning and end of totality was also successfully photographed. The French astronomers obtained a series of coronal hegatives. Mr. Janssen noted dark lines in the spectrum of the corona, and M. Tacohini observed a spectrum resembling that of comets in one of the corona with a six-inch equatorial.

THE RETURN VOYAGE, The members of the expedition have enjoyed ex-cellent health during the whole trip. The Hartford returned to Caroline Island two days after the clipse, and on May 9 left for Honolulu. The port of Hilo, Hawaii, was reached on May 24, where a stop of four days was made to allow time for a visit to the volcano of Kilauca. Horolulu was reached

on May 30. At this port Messrs. Preston and Brown

remained in order to proceed to the island of Maui and there make pendulum observations, as instructed by the United States Coast Survey. The other members of the expedition left on June 4 in the steamer Zealandia, which reached San Francisco to-day. The observers are pleased with the results of their observations, and will submit the full report of their work to the Committee of the National Academy at an early day.

OBITUARY.

CHARLES BACKUS.

Charles Backus, the well-known minstrel, died at his home in West Forty-fourth-st. at ten minutes to 6 yesterday morning. While consciousness remained he who had furnished food for laughter to many thousands could not check the habit of his life-time, and he jested with death as long as his lips could frame articulate words. When the doctor told him on Tuesday that his life was near its end, he said: "Oh, then, I'll be an end man to the last." He saw his wife weeping on one occasion when he was undergoing an operation. He stopped the physician, and pointing to his wife, said, "Doctor, what beats a good wife !" The doctor possibly never heard the old minstrel conundrum, and answered that he did not know. "A bad husband," was the answer which the minstrel gave him. His brother was with him a short time before the doctor told him he could not live and said, "Charle, I'm going down town." "Are you?" said Charlie. "Well, Jim, I'll be here when you come back." Mr. Backus's life was a The son of a doctor, he was seized varied one. with a strong desire for stage life and began at the very lowest round of the ladder, gradually working his way up through all the phases of his profession. He was born in Rothester on October 20, 1831, and attached himself to a theatrical company at the age of fifteen. He soon found his way to the boards of a minstrel show, and in that business, varied with occasional engagements as clown in different circus companies, he remained till his death. It was while filling the last mentioned position that he met his first wife, who was a circus-rider. She did not live very long, and soon after he married Miss Kate Newton, for many years an actress at the Olympic and Wallack's Theatres. After her death he married Miss Tissic Mason, of Philadelphia, by whom he leaves two children. She was the daughter of the celebrated Mrs. Mason, who played with Wallack years ago at his Broadway Theatre, and previously at Bur-ton's Theatre; but she herself was never on the stage. It was while Backus and Birch were playing with the Coes-Christy Minstrel Company in San Francisco that the now famous San Francisco Minstrels were first started, under the name of Birch, Wambold and Backus. "Billy" Bernard was subsequently taken into partnership, and a few years after the company moved East, and New-York has since then been its headquarters. Last season was the most disas-trous one from a financial point of view which it has ever had, and William Hamilton, who had bought an interest, conceived the idea that he had been unfairly treated and brought a suit, which was subsequently amicably settled. In the course of his professional engagements Mr. Backus visited nearly every quarter of the globe, and he played with as much success in Hong Kong as in Londond. His last visit to England, Kong as in Londond. His last visit to England, when he played at the St. James's Hall in London, was one of his greatest triumphs. He went there comparatively unknown to the public and before he left was one of the "lons" of the city. He had been introduced to the Prince of Wates and leading members of the aristocracy, and his stock of anocdotes on his return was increased considerably by the funny stories he was never weary of telling about his adventures with the "scions of nobility."

Charles Backus was a peculiar man. He was, as all who met him know, a close man who believed that every dollar he made belonged to his family or himself if he wanted to spend it, but he would not spend it in trifling with any man. He was a man of strong prejudices and equally strong affections, and loved his friends and hated his enemies with equal vigor.

The funeral services will be held this afternoon at his house in Forty-fourth-st, and the body will then be taken to Rochester and interred in Mount Hope Cemetery. f nobility."
Charles Backus was a peculiar man. He was, as al

FRANCIS B. WALLACE.

Francis B. Wallace, broker, at No. 44 Broadat., died suddenly of heart disease yesterday, at his home No. 21 East Thirty-eighth-st. He was at his office apparently as well as usual on Wednesday afternoon. Soon after breakfast yesterday he complained of feeling ill and lay down upon a sofa in the library. His death occurred soon after. He leaves a widow and four daughters. The funeral will take place at 10:30 a. m. The Rev. Henry J. VanDyke, jr., of the Brick Presby terian Church, and the Rev. Mr. Krotel of Church of the Holy Trinity (Lutheran) will conduct the services. The burial will be at Laurel Hill Cometery, Philadelphia. Mr. Wallace was born at Milford, Pike County, Penn.

in 1820. When he became of age, he entered the grocery store of his uncle at Goshen, N. Y., where he remained for several years. He came to New-York just before the beginning of the war, and engaged in the flour and grain commission business with Ira Smith in

GEORGE W. GILCHRIST.

George W. Gilchrist, who was for many years in the ship-chandlery business at No. 36 South-st. died yesterday morning. Mr. Gliebrist was born in St. George, Maine, in 1811 He went to sea when very young and was in command of a vessel before he was twenty-one years old. At different times he commanded the brig Grandee, the barks Lillius and Franklin, and the ships Rochambeau, S. Curling and Edward O'Brine His last voyage as a commander was made in the Edward O'Brine. He began the ship-chandlery business in this city about fifteen years ago and retired from it only recently. He leaves a wife and a daughter, who is the wife of ex-Mayor Grace. Mr. Glichrist's body will be taken to his birthylase for burial.

RETURNING FROM NEW-LONDON.

The members of the Columbia College crew and a large number of their college friends arrived in this city yesterday morning by the steamboat City of Worcester from New-London. They were rather a sad looking lot of young men who had not evidently re-covered from the shock given to Columbia College boating the preceding day by the Harvard boys. J. T. Goodwin, their coach, remained in New-London to coach the Freshman crew for the race with the Harvard Freshmen at New-London June 27. Mr. Goodwig will coach then until a few days before the race and will then be relieved by A. H. Van Sinderen, of the college erew. members of the crew say that despite their defeat the college will wrestle with Harvard another year. They also spoke confidently of Yale's winning the race with Harvard on June 28, as they considered Harvard's performance on Wednesday a poor one. "It wasn't the fact that Harvard rowed fast," said Captain Cowles, "but that Columbia rowed slow." The crew have dis-banded for the summer. Some of them will never pull in a college boat again, as their college course has been

TRANSATLANTIC TRAVELLERS.

The White Star Steamship Celtic sat led at 4 p. m. yesterday for Liverpool with some 140 passengers. Among them were Mr. and Mrs. Edward Cooper, Mr. and Mrs. Lloyd Bryce and two children, Henry A. Claim and the Misses Cram, Baron de Meysenburg, the Austrian Consul, at New-Orleans; Mr. and Mrs. C. H. Allen, J. W. Bonton, Mr. and Mrs. Theodore Conkling. Mr. and Mrs. E. W. Disney, Mr. and Mrs. Nathan Day, Mr. and Mrs. Ernest Haines, Mr. and Mrs. E. S. Latti-mer, Mr. and Mrs. A. E. Richardson, J. E. T. Rutter, Joseph Shippen, Mrs. George Sloaue, W. K. Underhill and Dr. and Mrs. W. Thornton.

The State of Indiana has among her outward-bound

passengers, Colonel and Mrs. George A. Woodward, of passengers, Coloner and Mrs. George A. Woodward, of Pulladelphia; Mrs. R. Golden, Mr. and Mrs. Thomas Morrison, R. S. Shiriy and Mrs. Martha Nelson. The Hamburg American Steamship Gellert carried on a large number of passengers; Among them were Cuno Mathles, German Consul at Salvador, C. A.; G. B. Silli-man, H. C. Howells, F. S. Howells, Mr. and Mrs. Henry Lindenmeyr, Robert Schlesiger and Mr. and Mrs. H Richter, of Venezuels.

WEDDINGS YESTERDAY.

Miss Harriet W. Robinson, the daughter of Jeremiah P. Robinson, was married to John E. Leech, of the firm of James Lee & Co., at 7 p. m. yesterday in the house of the bride's father, No. 6 Montague Terrace, Brooklyn. The Rev. Dr. R. S. Storrs performed the cere mony. The ushers were R. R. Bowker, E. Morse Shep ard, Edward S. Johnson and E. S. Turton. William E Leech, the groom's brother, was the best man. Four little girls, the Misses Robinson and the Misses Leonard, nieces of the bride, were the bridesmaids. The wedding was in the English style, the bride entering on her was in the English style, the order entering on her father's arm. A small company of relatives and intimate friends was present at the coremony. A reception was neld afterward at which several hundred of the promi-nent people of Brooklyn Heights were present.

Miss Jennie E. Van Cott, daughter of Joshua M. Van Cott, was married to Richard C. Morse, by the Rev. Dr. Storrs, at 5 p. m. yesterday, in the house of the bride's father, at Mentague and Henry ats., Brooklyn. The wedding was a quiet one.

WASHINGTON NEWS.

GOVERNMENT VESSELS TO BE SOLD.

WASHINGTON June 21 .- The Secretary of the Navy to-day issued a circular relating to proposals for the purchase of condemned Government vessels. Sealed proposals will be received at the Navy Department until noon of September 24, for the purchase of certain vessels which have been stricken from the Navy register. The vessels offered, their appraised value and their locality are: The Congress, \$25,400; Guard, \$2,800; Kansas, \$6,100, and Sabine \$10,400, at Ports mouth, N. H.; Iowa, \$44,600; Niagara, \$29,000, and Ohio \$15,700, at Boston; Blue Light, \$500, and Florida, \$64,400, at New-London, Conn.: New-Orleans, \$200, (on the stocks) at Sackett's Harbor, N. Y.; \$200, (on the stocks) at Sackett's Harbor, N. Y.;
Susquehanns, \$9,000, at New-Pork, Burlington, \$3,000;
Glance, \$400; Supply, \$1,200; Sorrell, \$200 and Dictator, \$33,800, at League Island, Pennsylvania. Frolic, \$8,600 and Relief \$2,600 at Washington. Worcester, \$25,400; Shawmet, \$5,300, and Savannab, \$10,600 at Norfolk. Roanoke, \$37,200, at Chester, Penn. Pawnee, \$5,600, and Seaweed, \$500 at Port Royal, S. C.
Proposals must be submitted in a scaled envelope, addressed to the Secretary of the Navy. No offer for more than one vessel should be included within one proposal. The vessel will be soid for cash to the person or persons, or corporation or corporations, offering the highest prices therefor above the appraised value. Each bid or proposal must be accompanied by a deposit in cash (or satisfactorily certified check) of not less than 10 per cent of the amount of the offer or proposal, and also a bond.

THE ARMY AND NAVY.

Washington, June 21.-Lieutenant-Colonel Melvile A. Cochran,5th Infantry, has been ordered to report in person at the expiration of his present leave of absence to the Commanding General Department of Dakota. Major William H. Penrose, 12th Infantry, has been ordered to repair to Fort Niagara, N. Y., and report by letter to the Commanding General Department of the East. The extension of leave of absence on account of sickness granted Colonel Lewis C. Hunt, 14th Infantry, November 6, 1882, has been still further extended four months on account of siekness. The leave of absence on Surgeon's certificate of disability granted Captain Charles O. Bradley, 20th Infantry, May 12, 1883, has been extended six months on Surgeon's certificate of been extended six months on Surgeon's certificate of disability. First Lieutenant Charles W. Whipple, Ord-dance Department, has been relieved from foundry duty at Cold Spring, N. Y., and assigned to duty with the Ordnance Board with station at New-York City.

The assignments of the West Point graduates will be made in a day or two. After they are ordered to duty, and a few non-commissioned officers promoted, there will be ten or twelve yacancies in the grade of second isutenant, which will be alled by the appointment of civilians. The list of civilians to be examined for appointment to these positions will be decided on in a few days.

pointment to these positions been ordered as member of Captain D. L. Braine has been ordered as member of Captain D. L. Braine has been ordered as member of Captain D. L. Braine has been ordered as member of the Board of Inspection June 30; Passed Assistant Engineer John P. Kelly to the Allianos; Mate Walter N. Smith to temporary duty connected with the repairs of the Nina; Passed Assistant Engineer Bobert Juoh to the Pinta; Captain Riemari W. Meade has been detached from duty as a member of the Board of Inspection, June 30, and ordered as Captain of the New-York Navy Yard, July 1; Chief Engineer G. J. Burmay from the Alliance and placed on waiting orders; Mate William Boyd from temporary duty at New-York and ordered to resumed duties at the torpedo station; the orders of Passed Assistant Engineer George B. Ranson to the Pinta have been revoked and he is ordered to continue on duty at the Navail Academy; Medical Director Thoumas J. Turner ordered to continue on duty as then Navail Academy; Medical Director Thoumas J. Turner

FACTS ABOUT KENTUCKY WHISKEY.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, June 21 .- According to a statement prepared in the Internal Revenue office the product of Kentucky whiskey for the year about to ese will be only about one-fourth as great as the annual product for the two preceding years. From July 1, 1882, to April 30, 1883, the amount of Bourbon whiskey produced in Kentucky was 5,060,715 gallons; of this amount 3,392,500 gallons were preduced in February, Marca and April, 1883. Other official figures show that the annual consumption of Kentucky whiskey exceeds 12,000,000 gallons, being nearly double what it was five of six years ago. The amount of Bourbon whiskey in bonded warehouses in Kentucky, May 1, 1883, was 54,524,507 gallons.

GENERAL CROOK'S PRISONERS. WASHINGTON, June 21.-Referring to General Crook's Apache captives the Secretary of the Interfor to-day said that he purposed leaving them in the custody of the military until they were thoroughly tamed. This example might have a good effect upon the future conduct of the Indians. The military is better able to feed and care for so large a number of prisoners able to feed and care for so large a number of prisoners than the Interior Department, in view of the reduced appropriation made by the last Congress for the maintenance of the San Carlos reservation.

An important telegram was received at the War Department to-day from General Crock, giving his views upon the disposition to be made of captures indians. It will not be made public at present, as it will be a subject of discussion at the Cabinet meeting to morrow.

INTERNAL REVENUE CHANGES.

Washington, June 21 .- James C. Wheeler, of Tennesser, an agent of the Internal Revenue service at present on duty in Ohie, has tendered his resignation to the Commissioner of Internal Revenue at Owensboro, Ky. General W. T. Clarks, of Texas chief clerk of the Internal Revenue Bureau, has also resigned to take effect July 1, and will be appointed a revenue agent, vice Mr. Wheeler resigned. The vacancy in the office of chief erk will be filled temporarily by in that effice.
It is stated to-day that the plan for the reorganization and consolidation of internal revenue districts will be completed b. Saturday, in which case it will probably then be promulgated in the form of an executive order.

WASHINGTON NOTES.

Washington, Thursday, June 21, 1883. STOPPED ON HIS TRAVELS -A live norned Texas frog. arrested in his travels through the mails, was received at the Dead Letter Office to-day.

DELATIVE TO THE CREEK INDIAN TROUBLES.—Two rep-RELATIVE TO THE CREEK INDIAN INCOMES.—Iwo re-resentatives of the Creek Indians this morning called upon the Commissioner of Indian Affairs for the pur-pose of effecting a settlement of the factional differences existing among the Indians in the Indian Territory. They did not have a clear rides of how this object was to be effected, and Commissioner Price informed them that they must present their views in a written communica-tion to the Indian Burcau.

EAILROAD INTERESTS.

CONSOLIDATION ON STATEN ISLAND. It is officially announced that the Staten Island Railway Ferry Company and the Staten Island Rapid Transit Company are to be consolidated at once, and the present railroad extended from Clifton to the foot of Hyatt-st., New-Brighton, which is the nearest point of the island to New-York City. Another railroad will be built from the latter point along the north shore of the Island to Eim Park. The boats of the present South Shore ferry will make twenty-minute trips be-tween the Battery and the foot of Hyatt-st. Work will tween the Battery and the foot of Hyatt-st. Work will be begin on the tracks, depots, etc., as soon as possible. As andicate of Scotch capitalists will furnish the funds for that purpose. It is also stated that the rate of fare will be maintained at ten cents for transient passengers, but that commutation tickets will be sold at the rate of fitteen for one dollar.

PREPARATIONS ON THE WEST SHORE. KINGSTON, N. Y., June 21 .- Four locomotive engineers in the employ of the West Shore Railway Company started from here on foot yesterday morning for New-York on the West Shore Railway track. They were ordered to go over the road in this way and become thoroughly acquainted with the track previous to taking out the regular passenger trains, which will begin running from here on Monday. The first train will leave ning from here on Monday. The first train will leave at 7.55 and the second, 10.05 a.m., there being two trains each way at first. The time required for the 88-mile run is expected to be about three hours while the track is new. The road from here to Catskill is about completed, and the line will be opened to Albany in the first or second week in July. Ample arrangements are being made for the accommodation of summer visitors to the Catskills, including through parior cars from Jersey City to Knaterskill Junction. A heavy traffic is expected.

DISCRIMINATION IN FREIGHT RATES. ALBANY, June 21.-The Railroad Commission has prepared a decision in the case of the claim made or the part of G. A. Streeter & Bro., of Johnstown, that the Fonda, Johnstown and Gloversville Railroad Company unjustly discriminated in its freight rates and was guilty of other wrongs to its patrons. The Commission falls to sustain the charge of unjust discrimination, while find ing irregularities. The company's rates are also found to

ing irregularities. The company's rates are also found to be high, but not excessive.

Finally the board recommends: First, that the road adopt a printed classification of freight, like that of the New-York Central, with such modifications as applicable, would probably be the best; second, that the road adopt a printed tariff of its rates, which shall be the same to all under like circumstances for like service; and third, that bills be made distinctly giving back charges separate from those of the Fonds, Johnstown and Gloversville road. FAST TRAINS ON THE GRAND TRUNK.

MONTREAL, June 21 .- The Grand Trunk Railway will begin on Monday next to run fast trains. The run between Montreal and Toronto will be made in ten hours, and between Chicago and Boston in forty hours. Trains will run between Montreal and Toronto both ways on Sunday nights.

A DISPUTE OVEY A MEXICAN GRANT. CITY OF MEXICO, June 21 -The general manager of the Mexican National Railroad states that the company have not forfeited their works between Morelia and Patzeuaco, although the concession from the State was forfeited. The Federal concession author-

izes the works. He anticipates no difficulty with the Government from his laying rails over the disputed section. Those interested in the recent concession granted by the State of Michoacan assert that the National Company cannot build to Patzeuaco under its Federal concession. The excitement at Morella and Patzeuaco over the rairoad question still continues.

TRENTON, N. J., June 21 .- On the strength of a petition filed in the United States Circuit Court by Edward T. Green, counsel for the Penusylvania Railroad

MISCELLANEOUS RAILROAD INTELLIGENCE. Company, an order was this morning issued that the New-York and Long Branch Railroad Company show cause before the Court on June 28 why some proper person should not be appointed by the Court to act as superintendent of the latter road, to manage and operate the same under the Court's direction and in accordance with an agreement of January 3, 1882. Argument was subsequently continued to July 9. Norristown, Penn., June 21.—The Attorney-General

has applied for an injunction to restrain the Pennsylvania Railroad Company from constructing its tracks in Lafayette-st., this borough, on the ground that the street is a highway of the Commonwealth and that the tracks would be a public nuisance. A hearing will take place on Friday.

WILMINGTON, N. C., June 21 .- A special meeting of the stockholders of the Wilmington and Weldon Railroad Company was held here to-day to consider the question of a new ratiroad from a point near Wilson, on the Wilmington and Weidon road, to Florence, on the Wilmington, Columbia and Augusta road. The matter was unanimously referred to the Board of Directors with full authority to act. The whole of the line has already been surveyed and the right of way purchased.

The directors of the Wilmington and Weldon Railroad have declared a semi-annual dividend of 3 per cent, payable on July 16. The directors of the Wilmington, Columbia and Augusta Railroad have also declared a semi-annual dividend of 3 per cent, payable on July 10.

At the regular monthly meeting of the directors of the Northern Pacific Railroad Company yesterday there

was no action taken about a dividend on the preferred slock. Only routine business was transacted. PHILADELPHIA, June 21.—The net earnings of the Philadelphia and Reading Railroad for May were \$668,787, being a decrease as compared with the corresponding month last year of \$92.145. The business of the Coal and Iron Company shows a loss for the month of \$13,497 as compared with a profit of \$19,641 for the same month of \$13,497 isst year. The net receipts of both companies for the first five months of the year were \$4,313,991, being a gain as compared with the corresponding period of last year of \$146,521.

BURLINGTON, Vt., June 21.-The Supreme Court met to-day to hear the report of the commissioners in the case of the Central Vermont against the Montpeller and Wells River road, in which the defendant road refused to receive passengers and freight from the plaintiff. The Commissioners decided that such freight and passengers must be received. The defendant road will submit exceptions on June 29. Tals is the first case of the kind in Vermont.

state that there appears to be much internal strife in the Rutland Railroad corporation, and that a determined effort will be made to displace the present management at the next annual meeting. It understands that Joel M. Haven, the treasurer, has been removed and James H. Williams, of Bello ws Falls appointed as his successor.

DR. SHINE ASSAULTED.

TROUBLE WITH A GATEMAN ON THE THIRD AVENUE ROAD AND WHAT CAME OF IT, When Dr. William L. Shine, the physician for the Manhattan Elevated Railroad, tried to enter a train on the Third Avenue road at the Forty-seventh street station yesterday morning about 9 o'clock, on his way down town, a gateman on the train slammed the gate violently against the doctor's leg and severely injured it just below the knee. Dr. Shine took the next train down and reported the case to Manager Hain. Then he went to the Hanover Square Station and waited for the gateman to pass again. When the right train came the doctor entered it and told the gateman that his case had been reported at headquarters. The gateman called the doctor a har and a tussle followed. The gateman gouged the doctor's eye with his thumb and the doctor drew a revolver, but the conductor and passengers separated the men. Dr. Shine rode to the South Ferry Station and there left the train to report his antagonist again to Manager Hain.

A TRIBUNE reporter called upon Dr. Shine at his house, No. 206 East Forty-sixth-st., last night. He was suffering considerably from his bruised leg and could scarcely see with his left eye. The doctor gave the following account of the trouble with the gateman:

"The origin of the trouble is this: Some time I was instrumental in securing the conviction of a gateman on the Third Avenue line named Zaun, for improper conduct in the presence of a young girl who was riding in the rear car of a train alone. After that I received a number of anonymous letters with threats that I should be thrown off the train some dark night. The let-ters came so frequently that I took the precaution of carrying a revolver. This morning I waited to let a number of women get on the train and just as I stepped on the car platform that fellow slammed the gate and caught my leg. An engineer of the Board of Health was with fellow slammed the gate and caught my log. An engineer of the Board of Health was with me and saw that the act was entirely uncalled for. He gave me his address and promised to belp me in the matter. As the train moved off the gateman jeered at me and exhibited his badge defiantly. I went to Mr. Hain and told him the story. As I didn't get the man's number I waited at Hanoversquare for him to come up from South Ferry. He saw me and concented his badge. Then I waited for him to come down again. When his train came I went in and took his number. I told him I had reported him for his conduct to Mr. Hain. He called me a hiar and threatened to throw me off the train if I didn't shut up. I replied that I would shoot him if he tried any such thing. Then he jumped at me, stuck his thumb in my eye and nearly binded me. I drew my revolver and he stepped back just as the conductor and several excited passengers interfered. That was all. If that man isn't discharged I will resign my position with the company. His name is Lee. There are lots more like him on the Third Avenue line. They shout, 'step lively there!' and swagger and bully the passengers in a brutal manner. They are not watched by any one and are practically irresponsible. It is a wonder that their recklessness doesn't cause more accidents. I think that it is time something was done about their conduct, and for one I am not going to stand any more of their brutality."

MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS. Synopsis for the past twenty-four hours

Washington, June 22-1 a. m.-Local rains are reported from the districts on the Atlantic Coast, the Ohio Valley, Upper Lake region and Upper Missouri Valley. Fair weather continues in the Gulf States. Lower Lake region and the Upper Mississippi and Lower Missouri Valleys. The temperature has failen slightly in the Middle Atlantic States, and has changed but slightly in all other districts, with light south to west winds on the Atlantic and Gulf Coasts and light vari able winds in the Lake region and Northwest. Indications for to-day.

Por the Middle Atlantic States, slightly warmer, generally fair weather, which generally from south to west, stationary or slight rise in caronicler.

For New England, generally fair weather, slightly warmer south to west winds, stationary or a slight rise In temperature.
For the Lakeregion, slightly warmer, generally fair weather, during the day followed by lightrains near Lake Superior, light variable winds shifting to cast and south, and in west portions failing barometer.
For the Upper Mississippi and Missouri Valleys, slightly warmer, partly cloudy weather, local rains in northern portions, winds generally from east to south, followed by failing barometer.

TRIBUNE LOCAL OBSERVATIONS.

78 75	West of the	4-19-18-18-1	7414	
72 69	異点配象を指摘 Manager		医沙里斯斯	25

TRIBUNE OFFICE, June 22-1 a. m .- The changes in the barometer during the fair and partly cloudy weather or yesterday were slight. The temperature ranged between 66° and 81°, the average (715g°) being 134° higher than on the corresponding day last year and 13.0 lower than on Wednesday.

Cloudy and cooler weather, with occasional light rains, followed by parfly cloudy or fair weather, may be expected te-day in this city and vicinity.

JOURNALISTS VIEWING THE HUDSON.

The New-York Press Association enjoyed a second excursion yesterday. On the previous day as the guests of John H. Starin the delegates and their wives went to Gien Island, while yesterday they were given a sail up the Hudson and a dinner at Cranston's, eing entertained by the proprietor of Cranston's Hotel. After dinner a business meeting was held when B. G. Berry, of The Norwich Telegraph, was ejected president of the Association; Norman Cole, of The Messenger of Glen's Falls, vice president; and A. O. Bunnesi, of The Danville Register, was re-elected secretary and treasure for the sixteenth time. The place of mosting next year was not decided upon.

A TRAIN THROWN FROM THE TRACK.

HUNDREDS OF PEOPLE DETAINED FOR HOURS ON THE MANHATTAN BEACH ROAD.

An accident that nearly caused the loss of a great many lives occurred on the Manhattan Beach Railroad last night about three miles south of East New-York, in the town of Flatlands. The 6:10 p.m. train from the Flatbush Avenue Depot, Brookwhen rounding a curve embankment about twenty feet high ran off the track, the engine half burying itself in the sand and two cars toppling partly over. There were seven cars on the train, all loaded with passengers on their way to the beach to see the fireworks. The train was going at a high rate of speed at the time and the track spread. There was an embankment about twenty feet high on one side, but on the other side there was a small hill. Although atl the cars left the track, which was torn for a considerable distance, they ran into the side hill and lodged crossways on the track, without any of them going over the embank-ment. Owing to this fortunate circumstance no lives were lost, though a number of persons were injured, but none seriously, so far as could be

lives were lost, though a number of persons were injured, but none seriously, so far as could be learned last night. The railroad employes refused to give information, and it was difficult to ascertain who were injured.

The accident occurred about one mile and a half north of the junction with the Bay Ridge Branch. Instead of immediately stopping other trains coming from both directions, no word was telegraphed to the Flatbush Avenue Depot and four other trains londed with passengers were allowed to proceed toward the beach. These were all stopped at the wreck and were held there for hours, the conductors asserting that they could not return to the depot without orders. Trains also came up from Manhattan Beach. In this way several hundred men, women and children were detained at the wreck and were not brought back to the depot until 11:30 p. m. There was great indignation in consequence of this treatment.

DEATH FROM AN OVERDOSE OF OPIUM.

AN OLD WOMAN POISONED-THE RESULT DUE TO IGNORANCE AND CARELESSNESS.

Dr. C. R. Ellison, of No. 215 East Oneundred and twelfth st., was called on Tuesday to attend Mrs. Mary Moore, age sixty-five, living at No. 37 East One-hundred-and-tenth-st. Dr. Elilson found her suffering from a sharp attack of colic, and prescribed lead and opium pills, each pill containing three-quarters of a grain of opium and one grain of acetate of lead. He left directions with the medicine and charged the attendants to be cautious in its use. On Wednesday Dr. Ellison was summoned but being absent at the time the messeager went to Dr. John J. White, at Lexington-ave. and One-hundred-and-eighth-st., who found Mrs. Moore, when he arrived at 5 p. m., in a comatose condition and an advanced stage of opium narcosis. Remedies were applied, and Drs. White and Cooke (who were summoned later in the evening, did all that was possible, but in spite of all their efforts the woman died about 1 a. m. yesterday. In talking with a TRIBUNE reporter

about the case last ovening, Dr. White said:

"When I was summoned eleven hours had elapsed since
the last dose had been taken, and the moment I saw the
woman I knew there was really no hope. She was profoundly harcotlesd, whin very fregolar, shallow respiration, and a feeble, tremulous pulse of about 120. I
hiected a solution of atropha at once and kept up
the treatment, giving in all about 1.16th of a grain of
the alkaiod. In a woman of her age and rather reduced
condition all violently active measures were, of course,
contra-indicated. After Dr. Cooke arrived we tried
curvate of coffein and injected brandy sub-cutaneously,
and for a time there seemed quite a marked improvement in the symptoms. The pupils, however, remained
strongly contracted, never responding in the least to the
alrophs. Toward midnight she began to sink, and she
died in a state of profound come at about 1 a. m. There
was one curious and rather interesting compileation
which rendered the chances of recovery worse, by the
way, and that was she had paradysis."

"How much had she taken, and how did the mistake
occur it"

"The prescription was for lead, and, onlying, pills—10.

occur i"

"The prescription was for lead and opium pills—10
pills; each pill containing & of a grain of opium and 1
grain of acctate of lead. When I was summoned she had taken in all 13 pills,
making a total of 9% grains of crude
opium and 13 grains of acctate of lead. Like many
people of that class, they had sent and usd the prescription renewed without consulting the physician and had
either misunderstood or disregarded Dr. Elison's directions about taking the pills."

"Do orugists put up prescriptions without orders

tions about taking the pills."

"Do druggists put up prescriptions without orders from the physicians!"

"In ordinary cases I think they are apt to do so, and there was nothing really dangerous in the prescription in question it used with ordinary intelligence. Only gross negligence can account for such a fatal result in this case, and the blame, in my opinion, is alone with the Moore family."

A RICH DISPLAY OF CHINA AND GLASS,

R. M. Brundige, the dealer in china and glassware, removed on May I from his old place at No 879 Broadway to the large store at No. 31 Union Square formerly occupied by Alexander M. Hays. The new store is handsomely fitted up and is filled with an unusually fine stock of rich cut glassware and fancy goods. Worcester, Minton, Copeland, Hunden, Haviland, Paris and Vienna and novelties, dinner, tea and tollet sets, bisque figures, iamp placques, game, fish, lee cream sets and every known variety of china, porcelain and glass are to be found A special feature of the display is the cheap, prettily de: A special feature of the display is the cheap, prettily de-corated sets of china for country cottages. There are ex-ceedingly handsome after dinner codes sets in fine cases for presents. The display of cut and engraved glassware of all khots is attractive and many novel designs are shown, especially in handsome while pitchers with spirited engraved designs of berses on them. Another attractive display is in English colored glass dishes for candles and bon-bons. Handsome placques in rica frames adora the store, and graceful bisque figures stand here and there.

DEZENDORF AND M. HONE. CARD FROM A DISMISSED EMPLOYE OF THE NOR

FO the Editor of The Tribune.

Siz: In a letter written to the President by ex-Representative Decendorf, an abstract of which is published in THE TRIBUNE, I find my pame mentioned among others as having been removed from position at the Norfolk Navy Yard to make room for a Democratic Readjuster. My birthplace is the city of Portsmouth Va., and in that city have I resided for nearly sixty years. My adhesion to the old Walg party only coased at the time of its disruption, and when, a few years later. the Civil War began, although a Southern man and surrounded by the hard and severe pressure of public opinion, my sympathies with the Federal Government remained intact, and throughout the entire War I was for the Union, Constitution and enforcement of the National laws. A Republican in principle, I have remained a consistent one. I was elected a State Senator on the straight Republican side when there were three candidates in the field-a Damocrat, a Readjuster and a Republican-for the session which elected Mahone as a United States Senator. I peremptorily refused to vote for him or to countenance him or the demands of his followers in their fight against Union men and war Republicans. The sequence is, my summary dismissal from service in the Norfolk Navy Yard. Mr. John White succeeds ms. Up to the time of the War he was a well-known Democrat. He bears the appellation of "captain," obtained in the Confederate service. He continued a Democrat up to the origin of the Readjuster party in this State, when he went for that organization, and hence his advancement. Other well-known Republicans of war recerds have been dismissed and rank and inefficient Democratic Readjusters appointed in their places. And it is proper to state that there would not have been any protestations from the removed Republicans or their frieuds had they been superseded by men of like records and not by those who, during the days of conflict, were striving to destroy the Federal Government. This is the way the Republican party is being reconstructed in Virginia by a power which refuses to pay back to are creditors money obtained from them by a tender of good faith given in ante-bellum days for the express purpose of building and maintaining her railroads, canais and public institutions.

Brambleton, Va., June 15 1883. licans. The sequence is, my summary distaissal from

AN INSANE MAN'S THREAT.

Boston, June 21 .- Henry H. Wells, son of wealthy and respectable parents, residing in Minneapo-lis, was arrested in the Tremont House this afternoon while acting in an insane manner. He demanded that the men take off their bats to him, and threatened to shoot them if they did not. A heavy revolver and a considerable sum of money were taken from him.

CRIMES AND CASUALTIES-BY TELEGRAPH.

TO BE TRIED FOR ROBBING LETTER BOXES.

PHILADELPHIA. June 21.—Henry Siewart, arrested on Tuesday for robbing street letter boxes, was this afternoon held in \$2,000 bail for trial. The proper name of the prisoner is Henry Anderson, and he was sentenced in York County in 1879 to three years' imprisonment for larger.

ceny.

FINED AT TRENTON FOR SMUGGLING.

TRENTON, N. J., June 21.—District-Attorney Keasbey this merning filed information in the United States Court against Capitain Aivin Hall. First Mate A. V. Hall, isecond Mate Michael K. Simonson and Sallor Charles Prince, of the brig Carrie Bertha, of Jersey City, for smuggling 10,000 cuban cigars into this country on June 9. The capitain was fined \$500, Hall \$200, Simonson \$100, and Prince \$50.

nned \$300, Hall \$200, Simonson \$100, and Prince \$50.

STEALING LETTERS FROM THE MAILS.

ROCHESTER, N. Y., June 21, J. N. Boyd, of
Attica, a post-office substitute route agent at Avon, was ar
rested last evening for stealing letters from the mails
Boyd confesses that he stell about 250 letters from which he
got about \$200.

OHIO DEMOCRATIC TICKET.

Continued from First Page.

of honest labor, to the great detriment of the latter, are injurious and unwise and ought to be corrected, and the promised of the Republican party to abolish this system are shown to be false and hypocritical by its failure to do so while it has had the power.

Sixth—The protection of the Government is due to all American citizens, native and foreign born, abroad as well east home.

American citizens, native and foreign born, abroad as well as at home.

Scenth—We reaffirm the resolutions of the State Conventions of Ohio in 1880, 1881 and 1882 and of the Damooratic National Conventions of 1872, 1876 and 1880 demanding thorough reform and purification of the Civil Service, and charge that the Republican party has violated every piedge it has heretofore given for the reform thereof and has failed during its long administration of the Government to correct even the most crying abuses; and we demand, therefore, a change in the exclusive administration of the Government itself as the reform first of all necessary, as made more manifest by the recent Star Route trials, thereby susting corrupt rings confederated to protect crime and prevent the punishment of criminals and by so doing to make it possible to again punish fraud and theft in the public service.

LABOULAYE AND SUMNER.

The following extract from a private letter written by M. Laboulaye in 1878, describing his acqualitance with Charles Sumner, has been sent to THE TRIBUNE for publication:

quaintance with Charles Sumner, has been sent to THE TRIBUNE for publication:

During his last visit to Paris, Mr. Sumner expressed a strong desire to see M. Gambetta. This was casily brought about. I dined with Mr. Sumner the day after the interview and asked him what impression Gambetta had made on him. "I found him," he replied, "an amiable and intelligent man, who appeared to be animated by the best intentions. But it seemed to me that the political education of M. Gambetta was very meomplete, and that he had much to learn before he should be fit to govern such a country as France. I said to him on departing: I am not French, I am not well enough acquainted with your people to say what line of policy suits them. But you wish to found a republic without religion. In America we should consider such an attempt themerical and doomed to certain disaster."

I knew Mr. Sumner on his first visit to Paris, after the Brooks affair. We were very quickly drawn to each other, because of a common weakness—the love of books. I remember the pleasure ne felt in finding in my library a pamphiet in quarte entitled, if I am not mistaken, "Voyage in America, Printed on board the Squadron; Forty copies struck off." This volume is the first sketch of the voyage of the Marquis of Chastellux, who was a brigadler-general in the French army under Rochambeau. An account of this voyage was printed later in France, in two octave volumes, about the year 1780. But the interesting feature of this pamphlet was sits having been printed on board the French squadron which carried the army of Rochambeau to Rhode Island. I immediately presented the pamphet to Sumner, who took it with him to America.

Such are my anecdotal recollections of Sumner. It is scarcely necessary to say that he was received everywhere as he deserved to be, and that everybody was struck by his polished manners, his nental powers and his elevated character. I do not believe that an American ever made so great an impression in France, and I know that he fully appreciated th

DOCTORS DINING AND SPEECH-MAKING.

Dr. Royal W. Amidon yesterday evening gave a dinner at Delmonico's to the members of the American Neurological Association. Covers were laid for forty. The tables were handsomely decorated with flowers. At the president's table was seated Dr. Edes the president of the Association, the Rev. Robert Collthe president of the Association, the Rev. Robert Con-yer, Dr. Putnam, of Boston, Dr. Miles, of Baltimore, and Drs. Agnew, J. C. Peters, Otis, McBurney, of New-York. It was understood that the dinner was not to be a formal affair, and as a consequence the guests allowed themselves to give free expression to the good feeling which prevailed. Informal speeches were made by Mr. Collyer, Drs. Agnew, Edes. Peters, Otis, Putnam, Mills, Shaw., Gedney, Rockwell, Mason, Kinnicott, Ward, Humilton, Livingston, Gerster, Birdsall, Amidon and others.

DESTITUTE IMMIGRANTS.

Officer Young, of the Society for the Prevention of Cruelty to Children, brought to the Fourteenth Precinct Police Station last night a man and his wife and three children, whom he had arested in the Bowery. The man gave the name of Charles Philip, age twenty-nine, and said that he was a clerk. He was a native of Giamorganshire, he said, to this country. He arrived from Yorkshire, England, to this country. He arrived here about ten days ago, and was utterly destitute.

THE INCREASE OF WEALTH. A vast accumulation of wealth is proven by the demand for the safes of the Marvin Safe Company, whose factory is running night and day on orders from all parts of the world.

Gentlemen's outfits in reige, Seersucker, Pongee and other light-weight goods delightfully cool and suggestive of com-fort in hot weather, at A. RAIMOND & CO'S, 254 and 256 Broadway, and corner Fulton and Nassau. An all-wool Cas-simere Business Suit, coat, pants and vest, only \$10.

Refreshing. Lundborg's ithenisa Cologna

MARRIED. HESSMAN-DALTON-On Wednesday, June 20, at St. Patrick's Cathedral, by the Very Rev. William Quinn, Vicar-General, Charles J. Hessman, of Dayton, Ohio, to Margaret A. Daiton, of this city.

MCNAMEE-LORD.—At Cliffon, Staten Island, on Thursday June 14, by the Rev. J. C. Eccleston, rector of St. John's Church, Theodore Helmes McName, of New Brighton, to Annie Morgan, daughter of Reuben Lord, esq., of Clifton,

All notices of marriages must be indorsed with full name and address.

DIED.

GILCHRIST-On Thursday, 21st inst, at Great Neck, L. Captain George W. Gilchrist, in the 72d year of his age, Services at the house at Great Neck to-day (Friday) at 2p, m. A special train for relatives and friends will leave Hunter's Point at 1 p, m., returning at 4:30 with the remains, which will be taken to Thomaston, Maine for interment. WEILIR—At Ridgefield, Conn. on Thursday morning, June 21, Mrs. Ann Eliza Reeler, widow of the late Rufus Reeler. Funeral on Saturday at 1 o'clock.

LONG—At Richmond Hill, L. L. June 21, Hattle May, eldest daughter of Kate Runnsey (late deceased) and Walter P. Loug, aged 13 years.

Funeral services on Saturday, June 23, at 4 p. in.

Funeral services on Saturday, June 23, at 4 p. m. Interment private.
Train leaves toot of 34th-st., N. Y., at 3-20, and Flatbush-ave., Hrockiya, at 3-25 on. Friends from Brooklyn will stop at Clarenceville station, where carriages will be in waiting. Returning, leave Richmond Hill at 5-30 for New-York, and o'clock for Brooklyn.

MORROW-At Nyack, N. Y., on Wednesday, June 20, Sarah Morrow, wife of the late Thomas Morrow, of No. 393 6th-ave., Brooklyn, N. Y., in the 76th year of her age.

The funeral will take place from the Eighteenth Street Methodist Episcopal Church, between 4th and 5th aves., Brooklyn, on Saturday, June 23, at 4 o'clock.

Relatives and friends are invited to attend.

ROBBINS-On Thursday, the 21st inst., Ell Robbins, aged 61 years. Retailves and friends are respectfully invited to attend the finneral services from his late residence, No. 32 Smith-at.

funeral services from his late Brooking, at 1 p. m. Saturday. Interment at Aritington, Mass. Please omit flowers. Figure 0 mit Bowers.

ROOK E—On the 21st inst., Hannah W. Rooke, daughter of Captain 50 in Rooke, deceased, in the Sist year of her age. Friends and acquaintances are invited to attend her funeral from her interessionee, No. 9 Rutgers-st., on Saturday, 23d inst., at 4 o'clock p. m.

RUDD-on the 20th inst., at her home, near Greenwich, Conn. Mary E., daughter of Sarah A. and the late itichard L Rudd, aged 35 years. Puneral at the Round Hill Church, Saturday, 23d, at 2 p. m.

STARBUCK.—Of dipatheria, on Wednesday, June 20, Thile, daughter of W. H. and Tiline E. Starouez, agod i year and Juneral private. WALLACE Suddenly, June 21, 1883, Francis B. Wallace Funeral services at his late residence, No. 21 East S8th-st, on Saturday, June 23, at 16/30 a. m. Interment at Laurel Hill, Philadelphia, on arrival of the 1 o'clock train from New-York.

WILEY-Suddenly in Brooklyn, N. Y., on Thursday, June 21, Christopher V. Wiley.
Interment at Providence, B. L. Interment at Providence, R. I. Providence and Chicago papers please copy.

Special Notices.

The NEW. ENGLAND GRANIFE WORKS, Hartford, China Quarries and Workshops, Westerly, R. L. Pine monumental and building works a desaits. Drawings and estimates (arashod without obsarge, Correspondings) 41-licited. N. Y. Office, 1,321 B'way. C. W. CANFIELO, Again

RUM AND QUININE for the stair. Freely acknowledged the leading preparation for the growth of the hair. 1,121 Broadway, 978 oth-ave., and Newport, R. I. Headquarters for good, reliable, painless "antistry; forty years practice; prices reduced. Good Rub: sets from \$5 upward. Fine Gold and Platina work on best ferms. Base Fining from \$1 up. Extracting under gas, 50 cents.

Dr. WAIT & SON, 45 East 23d st., near 4th-ave.

Piles Permanently Eradicated in 1 to 3 weeks, without Kaile, lighter, it consists. Send by circular contaming references. Dr. 110 Yr., 35 West 17c; 15.

Ready This Morning

THE SEMI-WEEKLY TRIBUNE.

Price in wrappers (ready for mailing), ave cents per copy, Onecopy, one year, \$3 five ceples, \$12.30 for copies and an extra, \$20 Postage in all cases trop by the anostroper.

THE TRIBUNE, New York.

Post Office Nation.

Foreign mails for the wask coding June 23, will close at this

Foreign malls for the #Jes country June 23, will close at Citis
FRIDAY—At 10 a. m. for Jamaica, Hayti, Savanilla, etc.,
and Limon, per Sa. Alvena; at 7:30 p. m. for Trurillo and
Rustan, per Sa. Ei; E. Ward, Jr., via New-Orleans.
SATURDAY—At 4 a. m. for Europa, per Sa. City of
Chester, via Queouslowa detters for Germany and Scotland must be directed. "per City of Chester"; at 4 a. m. for
Scotland direct, per Sa. Ethlopia, via Glasgow; at 4 a. m.
for Beiginm direct, per Sa. Maesiand, via Antwerp at 11
a. m. for Europe, per Sa. Habsburg, via Southampton and
Bremen; at 1:30 p. m. for Cuba and Porto stico, per Sa.
Newport, via Havana.
Malls for China and Japan, per Sa. Arabic, via San
Francisco, close here June "21, at 7 p. m. Malls for Anttrails, New-Zealand, Sandwich and Fiji Islanis, per Sa.
Zealandia, via sam Francisco, close here June "23, at 7
p. m.
Post Office, New-York, N. Y., June 15, 1883.

*The schedule of closing of trans-Pacific mails is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of salling of steamer are dispatched thence the same day.